

REMARKS

I. Introduction

Claims 15 to 29 are pending in the present application. In view of the foregoing amendments and the following remarks, it is respectfully submitted that the present application is in condition for allowance, and reconsideration is respectfully requested.

II. Provisional Double Patenting Rejection

Regarding the provisional double-patenting rejection, while the merits of this provisional rejection are not necessarily agreed with, Applicants are prepared to file a Terminal Disclaimer over U.S. Patent Application No. 11/631,203 upon withdrawal of all other rejections and an indication that the present application is otherwise in condition for allowance.

III. Objection to the Specification

Regarding the objection to the Specification, the Examiner will note that the Specification has been amended herein to delete "http://" in the paragraph that begins on page 2, line 11. Withdrawal of this objection is therefore respectfully requested.

IV. Rejections Under 35 U.S.C. §103(a)

Claims 15 to 19, 23, 24, 28, and 29 stand rejected under 35 U.S.C. § 103(a) as unpatentable over the combination of U.S. Patent No. 6,213,025 ("Sauerwein"), U.S. Patent No. 6,148,752 ("Upmeyer"), U.S. Patent No. 3,881,581 ("Richardson"), and U.S. Patent No. 5,519,262 ("Wood"). In addition, claims 20 to 22 stand rejected under 35 U.S.C. § 103(a) as unpatentable over the combination of Sauerwein, Upmeyer, Richardson, Wood, and U.S. Patent No. 4,833,337 ("Kelley"). Claim 25 stands rejected under 35 U.S.C. § 103(a) as unpatentable over the combination of Sauerwein, Upmeyer, Richardson, Wood, and U.S. Patent No. 6,583,697 ("Koyama"). Claims 26 and 27 stand rejected under 35 U.S.C. § 103(a) as unpatentable over the combination of Sauerwein, Upmeyer, Richardson, Wood, and U.S. Patent Application Publication No. 2001/0006364 ("Lin"). It is respectfully submitted that the present rejections should be withdrawn for at least the following reasons.

The present claims relate to a lateral guidance transportation system. The presently claimed lateral guidance transportation system includes at least one route, including carrier elements and lateral guidance elements, and at least one transportation vehicle arranged as a main vehicle. The at least one transportation vehicle includes a device adapted to automatically move the transportation vehicle along the at least one route, where energy transferred to the transportation vehicle one of (a) by a primary circuit having a contact wire arranged along the at least one route and (b) in a contactless manner. The transportation vehicle also includes a lifting platform driven by a drive, and at least one satellite vehicle, including a drive automatically movable along an additional route and adapted to transport goods. The additional route includes a satellite route section for positioning and parking of the satellite vehicle. The satellite route section is alignable by positioning the main vehicle on satellite routes arranged transversely to a main vehicle route, the satellite routes arranged on shelves, and the satellite route section and the satellite routes include primary conductors supplied with energy in a contactless manner from the main vehicle. Claim 15 has been amended herein without prejudice to recite that the satellite route section is provided on the lifting platform for positioning and parking of the satellite vehicle on the lifting platform. Thus, both the satellite route section, which is provided on the lifting platform, and the satellite routes, which are arranged on shelves, include primary conductors supplied with energy in a contactless manner from the main vehicle. As described, for example, on page 9, line 32 to page 10, line 2:

The satellite vehicle includes at least one flat pick-up 2, for taking on energy, which is coupled to the line conductor of the lifting platform or the shelf. Since the power supply unit supplies both line conductors either directly or indirectly, no substantial fluctuation in the energy supply may be noticeable when the satellite vehicle travels out of the lifting platform.

None of the cited documents describe that primary conductors of both a satellite route section, which is provided on a lifting platform, as well as satellite routes, which are arranged on shelves, are supplied with energy in a contactless manner from a main vehicle. Accordingly, it is respectfully submitted that the rejections raised under 35 U.S.C. § 103(a) should be withdrawn.

V. Conclusions

In view of all of the foregoing, it is respectfully submitted that the present application is in condition for immediate allowance. Prompt reconsideration is respectfully requested.

Respectfully submitted,

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